



FROM THE LEFT SEAT

Len Alt, President

This month begins the advent of the mild spring weather and the beginning of another great season of flying. With more of us taking to the air more often this may be a good time for us all to take the opportunity to review our pre-flight and flying habits. A properly maintained and preflighted aircraft, a well thought out flight plan, and good decisions in the air are our key to an enjoyable and safe year. My hope is that we all have the experience, wisdom, and discipline to do the right things and be safe. I wish you all a safe and fun spring of flying.

Please see Dave Riedel's article on Warrenton Air Park Course Rules. With the many different types of aircraft at WAP using many varied takeoff and landing techniques it is important to understand what to expect from the other guy, and what he will expect from us.

Also please read Tom's article on the current status and future plans for hanger construction and availability at Warrenton Air Park. The expansion is significant, and will start happening soon.



Bird's Eye View of WAP

On a personal note I wish to thank all my friends in the club and family who surprised me with a celebration at our March club meeting, coincidentally scheduled on my birthday. Ami Abramson put together a DVD of flying from Warrenton Air Park, complete with music. I very much appreciate the efforts of so many of you to put this together. It was a special night.



Low Flight

We are looking for a new Safety and Training Director for the club. Due to family and work commitments Dave Riedel has been forced to resign from this duty. We thank Dave for his outstanding service. If anyone would care to step up and assume these duties I would be most grateful. This is arguably the most important position in the club. We have experienced the pain of lost flying friends all too often recently. The Safety and Training Director is the linchpin of all our collective efforts to keep each other safe. Please let me know if you can help with this vital duty.

Our April meeting will be held on Saturday, April 4th at Warrenton Air Park starting at 11:00. Immediately after the meeting we will have our first cookout of the year, hosted by Pete Bastien. Flying before and after. Hope to see you there.

Fly smart. Fly safe.

Draft Warrenton Airpark Course Rules

By: Dave Riedel

The following information is from the Draft Warrenton Air Park [WAP] Course Rules. This has not been approved by the WAP owner, Tom Richards, or the Flying Club 1 Board of Directors and is still in the draft form. I have been remiss in not completing the Course Rules, my apologies to the Club. Take this as something to think about when flying around WAP and discuss it with other pilots of your type flying machine. The main point to take away from any course rules is: be safe, keep your head on a swivel and be predictable in the Airport Environment.

Airport Environment is defined as the area with 2 miles of the center of WAP from the deck to 1500 ft AGL [1950' MSL].

Pilots should increase lookout within the Airport Environment. Radio equipped aircraft should transmit their intentions, IAW FARs, when entering the Airport Environment. All pilots must be aware that not all aircraft are radio equipped or equipped with the same type radio.

Take Off and RTB [Return to Base] standard procedures:

- a. GA/LSA/Experimental: after take off from runway 04/22, climb out straight ahead and depart the Airport Environment. When returning to the airport environment, overfly the field above pattern altitude, check the wind and blind spots at the field and enter the pattern. [Any method IAW FARs]. Tom Richards wants to adopt a lower than standard pattern altitude. Establish a 600 AGL [1442 MSL] pattern altitude and a distance from the runway of ¼ mile. This means when landing on runway 04, the downwind is inside highway VA-29 and when landing on runway 22, the downwind will be over the middle of the field between Green Meadows

road and the creek. After landing, clear the runway in a safe and expeditious manner.

b. UL: Recommend the faster ultralights fly as the GA/LSA/Experimental aircraft above. The very slow ultralights [Quicksilvers] can fly a shortened pattern similar to the PPC/PPG flyers.

c. PPC/PPG: after take off, depart the Airport Environment and re-enter only when ready to land. When ready to land, check the wind socks and fly down the west side of runway 04/22 [north/south winds] or south side of the south end 15/33 runway [east/west winds] at/or below 200' AGL; check traffic and blind spots; determine landing direction; circle via the established pattern; land; move wing and motor from landing area as soon as safety allows.

Blind spots are at the hold short for runway 22; along the north side of the north end runway 15/33; and along the south end runway 15/33, especially near the intersection of runways 04/22 and south end 15/33.

Recommended Pattern [see attached airfield diagram for approximation of patterns for GA, UL, and PPG]

Preferred takeoff [no wind]:

- GA/LSA/Experimental: Main runway 22 from the asphalt
- UL: Main runway 22 from the asphalt
- PPG/PPC: south end runway 15/33 [avoid crossing the 04/22 runway]

Preferred landing [no wind]:

- GA/LSA/Experimental: Main runway 04 on the grass
- UL: Main runway 04 on the grass
- PPG/PPC: south end runway 15/33

GA/LSA/Experimental and UL do not land on south end runway 15/33 unless safety dictates. [Normally the only times would be with strong westerly winds or an emergency] If you must land

on the south end runway 15/33, ensure there is no PPG/PPC activity on or preparing to get on to the runway.

Soft wing landings: to the maximum extent that safety allows, do not land on the main 04/22 runway. If the wind direction necessitates a runway 4/22 landing, on rollout or touch down, attempt to drop your wing off the centerline of the runway. Expeditiously as safety allows, remove the wing and motor from the runway.

Fly safe

Please see the attached PowerPoint diagrams.

Warrenton Airpark Hangar Construction Status As Of End Of March 2009

By: Tom Richards

The “**far hangar**” - (aka “barn hangar”) endured its “magic door” once again being blown down by the gusty 65 MPH winds that came through here in the first week in March. Fortunately, none of the aircraft in the hangar were damaged (except for the tri-Pacer Project -which was impacted and experienced a minor ding). As it went down, the weights continued to bear most of the weight of the door as the center roller support point was ripped loose so it came to rest only partially down, being suspended by the weights and partially supported by the cowl of the Tri-Pacer. Until I can complete the reconstruction of the top center roller/pivot point, it is now firmly anchored and serves more as a wall than as a door. My plan is to add two 20-foot sliding doors that will both slide to the rear and will cover the 39-foot wide opening on each side of the hangar when the door is closed.

I have moved the Float Maule to the shelter provided by the 8-T Pole Barn hangar (under construction) that will be described later in this note.

Planes that now occupy this 45-by-80 foot hangar are:

1. Rob Kane's single seat ESLA-Registered (N155SE) Challenger I
2. Joe Bender's Ultralight purple, gold and red FlightStar
3. Ralph Kew's (N39991) Taylorcraft
4. A ESLA Registered (N197JA) 2-seat Quick Silver (not yet airworthy) - Jointly owned by Tom Richards, Jackie George and Barry Foerer
5. Gene Okeefe's 2-Seat (disassembled, newly-arrived) ESLA Quick Silver.- (Registered not yet airworthy)
6. Leroy Day's Volksplane2 Experimental (N19LC)
7. J D Ingram's 2 projects (Tri-Pacer and Teeny-2, both dis-assembled)
8. Patrick Tyler's Airborne Trike Wing (N132PW) - trike itself is in Patrick's trailer near the hangar.

We expect the following movements of aircraft and projects mentioned above over the next 2 Months:

1. Leroy Day plans to move his Volksplane2 to Gordonsville in a month or so
2. The 3-Partner, 2-Seat Quicksilver (N197JA) will be moved to the north tent hangar.
3. Harry Wright's Challenger II (N239WP) which will be moved into the southeast corner of this Barn Hangar - where JDs tools, Teeny-2 and other items are now stored - these will be moved to the 8T-Pole Barn...
4. Gene O'keefe is expected to assemble and certify his 2-Seat which will then require additional space - with an option to remain in this hangar.

Some other potential moves are contemplated, based on timing of availability in 8T-Pole Barn.

A couple of spots will be available here very soon at a month rental of \$75/month – going to \$100/month when doors go on and electricity and lighting are provided)

Incidentally, JD and I have “floored” the center 7-foot wide – 80-foot long center section of this hangar. We have placed the (bulky and lighter-weight) remnants of three wreckage for long-term infrequent access storage (Yellow Challenger 2, Woody Wood's Phantom and Jim Gottschalk's Trike) – the engines from these remain in hangars, over which I have access control. The end doors should be reinstalled soon.

By-the-way, I think most of you know – but in case you don't, JD Ingram is at the field full time now. He lives in Bob Stroup's trailer. He is an A&P Mechanic and holds an IA ticket – which means he can do annuals. If your aircraft is a non-general aviation-non-factory-built Light Sport Aircraft (I.e. it is an ESLA), he needs a letter from your manufacturer that authorizes him to do so before he can “legally” repair or officially inspect your aircraft. His standard rate is \$30/hr. Actually his name is Robert – but he got the nickname JD when he was an aircraft mechanic for Northwest Airlines – it is short for “Jet Doctor”.

8T-Pole Barn

As most of you know, this project has been waaaaay to long to get done, but I believe, in spite of a number of recent set-backs, we are now on the verge...

Current Status - trusses, purlin, and sheet metal on roof for 6-T center section and concrete in place for the south T which is designed to have a 3-foot higher vertical clearance than the 6 in the mid-section do (13+ feet vs 10+ feet). Frame is in place for the sides on the south T. The trusses for this 28-by-45 foot rectangular space have been raised and (poorly) braced three times - each time they have been raised, the wind has brought them down. I have reworked the design to provide for beefed-up bracing and doubling-up 6 of the 9 trusses for this south end. The 3 trusses that are not being doubled are supported not only by outside walls, but by the 2 interior beams as well. The extra 3 feet of head room

is being provided to accommodate at (least) 4 Trikes – 3 are promised (Art Felt, Pat Tyler and Keho).

I am taking advantage of the shelter currently being offered by this metal roof by tying my Float Maule down there (yes, it barely has sufficient head room) along with the Taylorcraft, which I own in partnership with Ralph Kew and Jim Hill. 5 of these 6 interior spaces will be available for occupancy even before they are completed (JD has claimed one of the 42-foot door Ts). The rental on these will be adjusted in accordance with the level of maturity described below (note that rates quoted are quarterly, paid in advance monthly rates may be negotiated):

Maturity Level (at beginning of quarter) and Quarterly Rental (\$):

1 - Roof only on turf floor
(all 5 available April 1, 2009. Waiting list has priority)

36 ft door (2 avail) -- \$200
40 ft door (2 avail) -- \$200
42 ft door (1 avail) -- \$200
South End(Per Trike) -- N/A

2 – Level 1 plus concrete floor
36 ft door (2 avail) -- \$330
40 ft door (2 avail) -- \$330
42 ft door (1 avail) -- \$330
South End(Per Trike) -- \$200

3 – Level 2 plus walls or securable door
36 ft door (2 avail) -- \$450
40 ft door (2 avail) -- \$500
42 ft door (1 avail) -- \$550
South End(Per Trike) -- \$250

4 – Level 3 plus interior walls
36 ft door (2 avail) -- \$540
40 ft door (2 avail) -- \$590
42 ft door (1 avail) -- \$630
South End(Per Trike) -- N/A (\$250)

5 – Level 4 plus 100/220 volt electric service and standard lighting
36 ft door (2 avail) -- \$600
40 ft door (2 avail) -- \$650
42 ft door (1 avail) -- \$690
South End(Per Trike) -- \$300

Completion of this project awaits availability of excess cash flow from my consulting activity - which has been pretty active over the last several months, but some of my clients are slow to pay.

My priorities for completion are:

- Stage 1 - Get Trusses up and well-braced (hope by mid-April)
- Stage 2 - Get purlin and metal on this roof in short order thereafter (by the end of April - I have the metal and screws)
- Stage 3 - Pour the remaining 6 interior T floors (3 pours, completion early May)
- Stage 4 – Put up walls and doors on all 7 Ts (by end of May – I have the materials for walls and doors)
- Stage 5 – Provide 110 and 220 volt circuits for each hangar along with (standard) lighting. (I already have the lights)

Construction of the near end T will not be undertaken until the first 7 Ts described above are all completed and occupied. I am still fiddling around with the design for this one....

MEETING MINUTES

USUA Flying Club 1
Monthly Meeting
Thursday, March 5, 2009
Centreville High School Library

President **Len Alt** opened the meeting at 7:30 PM in the Centreville High School Library. Fourteen members were present (15 total).

Officer's reports:

Secretary: Jim T. Hill (Len Alt, acting) – The February 2009 Minutes, published in the March 2009 Newsletter, were accepted as submitted.

Treasurer: **Jim Birnbaum** — February Income (\$320.00) matched the Expenses (\$320.00). The Flying Club 1 checkbook balance is \$3704.10. The February 2009 Treasurer's Report was provided to the Board by Jim.

Vice President: **Ami Abramson** – No Report

Members At Large:

Larry Walker: Not Present

Phil Williams: Not Present

Jerry Starbuck: Not Present

Activities at WAP:

Tom Richards – Not Present:

PPG Representative - Not Present

Safety & Training Director: **Dave Riedel** — N/A

Membership: Not Present

New Business

ADVD showing PPG flying from Warrenton Air Park was prepared by Ami Abramson and shown to the members present, for Len Alt's birthday (editor's note: The preparation of this DVD very much appreciated by Len).

Len Alt:

1. No new information on the status of USUA.
2. Flying Club 1 needs Organizers & Volunteers for several events this year. Please review the list and sign up.
3. Phil Hyland has requested a replacement for his position – Merchandise Sales.

Len Alt - President adjourned the meeting at 8:50 PM

Respectfully Submitted,

Len Alt, for Jim T. Hill

ACTIVITIES

2009 FLYING CLUB 1 ACTIVITIES SCHEDULE

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2009 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2009 Club Activities Schedule

Apr 4, Sat	Monthly Meeting & Cookout, WAP
May 2, Sat	Monthly Meeting & Cookout, WAP
May 23, Sat	Memorial Fly-In & Cookout, WAP
Jun 20, Sat	Poker Run, Monthly Meeting & Cookout, WAP
Jul 11, Sat	Summer BBQ & Monthly Meeting, WAP
Aug 1, Sat	Monthly Meeting & Cookout, WAP
Sep 5, Sat	Monthly Meeting & Cookout, WAP
Sep 12, Sat	Fly-Out, WAP
Oct 3, Sat	Fall Fly-In, Monthly Meeting & Cookout, WAP
Oct 13, Sat	Color Run Fly-Out, WAP
Nov 5, Thu	Monthly Meeting, CHS
Dec 12, Sat	Monthly Meeting & Holiday Party, WAP (Club House)

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor when the ad is no longer needed.

FOR SALE — Lincoln Electri Tig 185 Welder.
\$1500

The Lincoln Electric Precision 185 is a very capable TIG welder that can provide between 5-185 amps of welding arc allowing you to weld very thin metals to more than 1/4" steel. It can weld mild steel, aluminum, chromoly and more. I have been using this welder for the last three years and it has served me well. Requires 3-phase 220VAC circuit.

Contact: Tom Kotsch

540-359-5627

Read more on their website: <http://www.tig185.com/product/> (02/09)

FOR SALE — Avid Flyer "C" Model.

Aircraft currently in dry storage

\$20,000

Contact: Mike Fisher

h/o: 434-296-8485

c: 434-989-0778

heardsmtn06@hughes.net (11/08)

FOR SALE — 1999 Sixchuter SR7XL PPC.

Rotax 582 UL DCD1 model 99

APCO 500 Chute

40 hrs.total time airframe and powerplant

Always closed trailered

N numbered, airworthiness cert. Sept.08 annual

2000 Shadow Master trailer,radios,helmets,spare parts,

ground equipment and more.

Runs great, ready to go.

\$7000 or best offer

Contact: Mike Blackwell

703-217-1609

Mikesflight@aol.com (10/08)

FOR SALE — Quicksilver MX Sprint.

New 2005, TT 175 hrs.

Rotax 447

steerable nose wheel

EIS instrument, shoulder harness

hangar stored

wheel pants

excellent condition

Warrenton Air Park

\$7800

Contact: Dick Walker

202-363-4546 (10/08)

TRAINING -- Powered paragliding instruction, motor and wing sales.

I will be based out of Jerry Starbuck's hanger space.

Inquiries: Michael O'Daniel

540-270-8855

onegooddoc@starpower.net

poweredparaglidingusa.com (04/08)

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium.
\$40.

Inquiries: Bob Bell

(W) 540-351-1081 or (C) 703-943-7129

cedarfield540@juno.com (12/07)

Membership Due's Policy

The period of membership follows the calendar year – January through December.

The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00. Members who have not paid their dues by the end of February will be dropped and will not receive the Newsletter or Membership Roster.

New Members joining from 1 July through 30 September will be charged \$10.00. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable, and will be credited will full membership for the following calendar year.

Please mail payments to USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2009 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum
USUA Flying Club 1
Treasurer

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2009

All members are encouraged to provide an e-mail address to the Club. It is our best means for fast communications with a large number of Club members in minimum time. We welcome you to USUA flying Club 1 and hope your membership will be rewarding to you in flying and fellowship.

*Name: _____ New _ Renewal _ Regular _ Family ___ Membership

*Street or PO Box: _____

*City: _____ State _____ ZIP _____

*Telephone(H) _____ Telephone (W) _____

*Spouse's Name _____ *Name To Go On Your Name Tag _____

Emergency Contact: Name: _____ Phone: _____

To Receive Your Newsletter By E-mail, Enter Your E-mail Address: _____

*USUA Member: Yes ___ No ___ If yes, enter member number: _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance

Type Aircraft _____ Stored/Flown from

Other Ultralights (Owned or flown) _____

Flying Hours: Dual UL _____ Single UL _____ Conventional _____

*Club Activities or Services for Which You Volunteer _____

(NOTE: References to Ultralight aircraft above include Ultralight-type aircraft). Starred must be completed. Mail application to the Club 1 Treasurer, Jim Birnbaum, 8570 King Carter St., Manassas, VA 20110, accompanied by dues for regular (\$20) or Family (\$25) membership for a full year or \$10 and \$12 (Family) for the period 1 July through 30 September. Payments after 1 October should be for the full rate and the member will be credited with membership for the following calendar year. NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only. (*Roster___E-mail___USMaiI___Name Tag___).

To join USUA Flying Club #1, fill out the forms on the reverse side. To join the national USUA, fill out the form below: (Canadian and non-US membership add \$5.00)

**Jim Birnbaum
8570 King Carter Street
Manassas, VA 20110-4888**

_____ **\$30.00** U.S. Ultralight Association annual membership does not include magazine subscriptions. All publications are optional, and are available to USUA members at the discounted prices below. A current USUA membership is required to take advantage of these discounts. Subscribe to your chice when you renew your membership.

Name: _____

Address: _____

City: _____ State _____ Zip _____

Phone _____ Date of Birth _____

**Ultralight Magazine - \$24.95
Light Sport and Ultralight Flying - \$34.95
KITPLANES Magazine - \$19.95
Air & Space - \$19.00**

Enclosed is my Check ___ Money Order ___
Visa ___ Mastercard _____

_____ Enclosed is \$2.00 for work in ultralight safety by USUA.

**United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325**

USUA FLYING CLUB 1 GENERAL INFORMATION

The United States Ultralight Association's Flying Club 1 is a non-profit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

2007-2008 CLUB OFFICERS, DIRECTORS & STAFF

President Len Alt*	703-467-0586	
Vice President Ami Abramson+		703-366-3717
Secretary Jim Hill*	540-659-8366	
Treasurer Jim Birnbaum+		703-361-7478
Past President Dave Riedel		703-815-4924
Dir, Safety & Tng Dave Riedel		703-815-4924
Dir, Membership Phil Williams		703-361-3320
Dir At Large Jerry Starbuck		301-928-8755
Dir at Large Larry Walker		540-347-7609
Club Artist Jim Heidish		703-524-5265
Events Coord.		
Librarian Dick Walker	202-363-4546	
Newsletter Editor Kim Alt		703-655-4137
	e-mail:	
kim.alt@gmail.com		
Web Master Greg Palmer		703-912-3774
PPG Web POC Par Karandikar		703-201-8909
Terms of office:	+2009-10	*2008-09

ANNUAL DUES (Jan 1 - Dec 31) \$20.00. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

NEWSLETTER SUBSCRIPTION (without membership) is \$10.00 per year.

CLUB WEB SITE: <http://usuaclub1.org>. Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at locations announced in the Club newsletter and on the Club web site. (Times and days may vary. check the newsletter and/or the web site.)

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Kim Alt, 13102 Mares Neck Lane, Herndon, VA 20171. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

Ads will run twice and then dropped unless resubmitted or renewed by phone or email. Advise editor when item is sold.

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require member support in varying amounts. Please indicate on your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly, may prefer to support functions associated with Club wek-end activities.

Club Management/Administration: Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) Fly-ins: Food supply, preparation; Facilities; Grounds; Ground Support. X-country & outside events: ground support. Safety & Education: Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development. Communications: Membership, Newsletter, Web Site. Fund Raising: 50/50 Raffle. Miscellaneous: Meeting Facilities, Property Management, Clothing Sales, Tool Custodian, Ad Hoc Committees.